

TRANSIT TASK FORCE

2012 Annual Report

February 2, 2012

Roy Cuaron, Finance Administrator for TDOT, distributed a spreadsheet, Mass Transit Fund –Five Year Projected Summary of Operations (attached). He explained that the sizable increase in the projected FY 13 General Fund Subsidy is attributed to the need to invest in replacement vehicles. He reported that over the years, federal funding that would typically be used for replacing aging vehicles has been used instead to cover preventative maintenance. For FY13, this funding will be moved from maintenance to capital purchases. He pointed out that the FY 14 and FY 15 figures factored in the operation of the Tucson Modern Streetcar.

As a continuation of the budget discussion, staff distributed a document called “FY13 Budget Savings Options Summary” (attached) that was compiled as a result of previous work of the Transit Task Force and other suggestions. The Options Summary presented a number of scenarios by which cost savings and revenue generation could potentially be realized. Task Force members discussed the options presented and made suggestions of other possible revenue generators.

February 13, 2012

Task Force members continued the discussion of the Mass Transit Fund Five-Year Projected Summary of Operations and the FY13 Budget Savings Options Summary that were distributed at the February 2, 2012 meeting.

March 1, 2012

Following discussion of various fare increase and service reduction proposals, *The TTF members voted unanimously to forward to Mayor and Council the following recommendations:*

No fare increase or service cut preferred, but if General Fund savings are required, the TTF recommendation is Fare Increase Proposal 4 – increasing the full fare base to \$1.75 and the economy base fare to \$.85 with no service cuts, for an estimated budget savings of \$1,895,000.

March 19, 2012

TTF members discussed the wording of their recommendation to Mayor and Council that was approved at the March 1, 2012 meeting. They were also presented with an outline of the Five-Year Operations Plan and discussed what they thought should be included in that plan.

April 16, 2012

TTF members discussed the opportunities and constraints involving potential transit advertising options. They also received an update on the status of the implementation of the Smart Card program.

May 21, 2012

Meeting canceled due to lack of quorum.

June 18, 2012

The Transit Task Force reviewed Sun Tran's existing transit transfer policy and that of peer agencies. Following a brief discussion, *TTF members unanimously approved a motion to keep the policy as it currently exists.*

TTF members received an update on the status of the development of the Five-Year Strategic Transit Plan that was being worked on by a TTF Subcommittee. TTF Members then had the opportunity to comment on each item, make suggestions for information to include, and ask for clarification of other items. The Task Force recognized that September 18th was an ambitious deadline for completing the document, but agreed to accomplish as much as possible by that time.

July 16, 2012

TTF members discussed the Sun Tran transfer policy that would go into effect once the Smart Card program was implemented and continued their discussion of the Five-Year Strategic Transit Plan.

August 20, 2012

Meeting canceled due to lack of quorum.

September 17, 2012

TTF members reviewed the information that would be presented to the Mayor and Council on September 19, 2012 regarding the Five-Year Strategic Transit Plan and continued their discussion on the development of the Plan.

October 4, 2012

Task Force members voted unanimously to approve the Draft Five-Year Strategic Transit Plan and recommended that it be forwarded to the Mayor and Council for their consideration.

November 19, 2012

Meeting canceled due to lack of quorum.

December 17, 2012

TTF members reviewed the November 14, 2012 Mayor and Council discussion of the Draft Five-Year Strategic Transit Plan. They also discussed "next steps" of the committee and agreed that developing a fare policy was a high priority.